

The New York Electrical School

and its relation to
ELECTRICAL
INDUSTRY

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66-page Illustrated
Brochure.

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Gas Engines For All Purposes

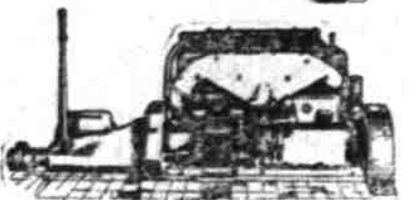
HIGHEST grade.
Simplest design.
Easiest operated. 1 to
4 cylinder designs. 2
to 30 H. P. Standard
and heavy duty types.

When writing for cata-
logues, state type of en-
gine desired and give
details regarding ser-
vice to be rendered.

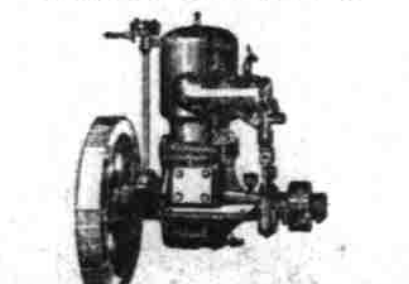
The
Caille Perfection
Motor Co.
1854 Caille Street
Detroit, Mich.



Caille Five-Speed Row-boat Motor With Starter

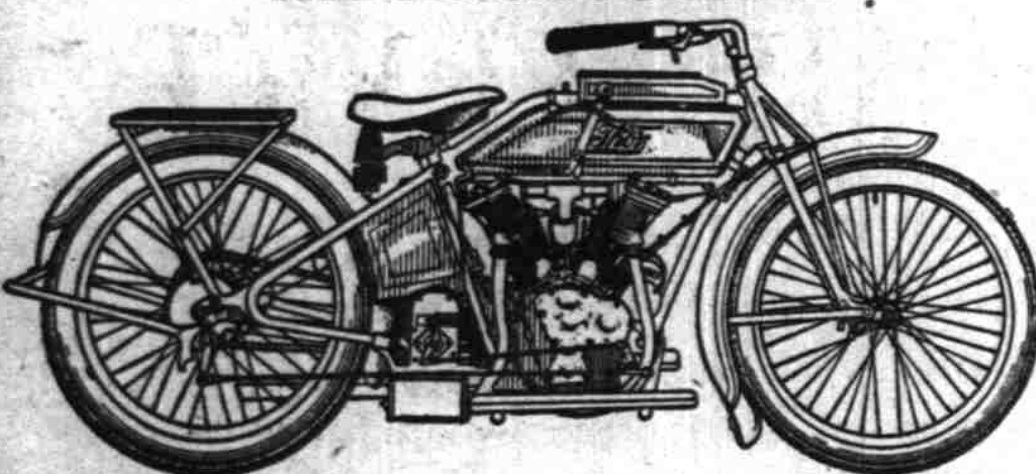


Caille Aristocrat Motor. Has Electric Starter and Electric Lights, 4-Cylinder, 314 H. P.



Caille 8 H. P. Unit Power Plant. Reversing Gear on Same Bed as Engine.

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machinery.

The Tire Shop

MAGNETIC GEAR SHIFT IS TRIUMPH IN MECHANISM

The magneto push button gear shift introduced as regular equipment on the Premier is a step forward in the direction of woman's motor car emancipation. It puts her on a par with man in still another field to which she should long ago have had free access.

Premier's magneto gear shift operates by means of a row of push buttons placed within easy reach right under the driver's thumb.

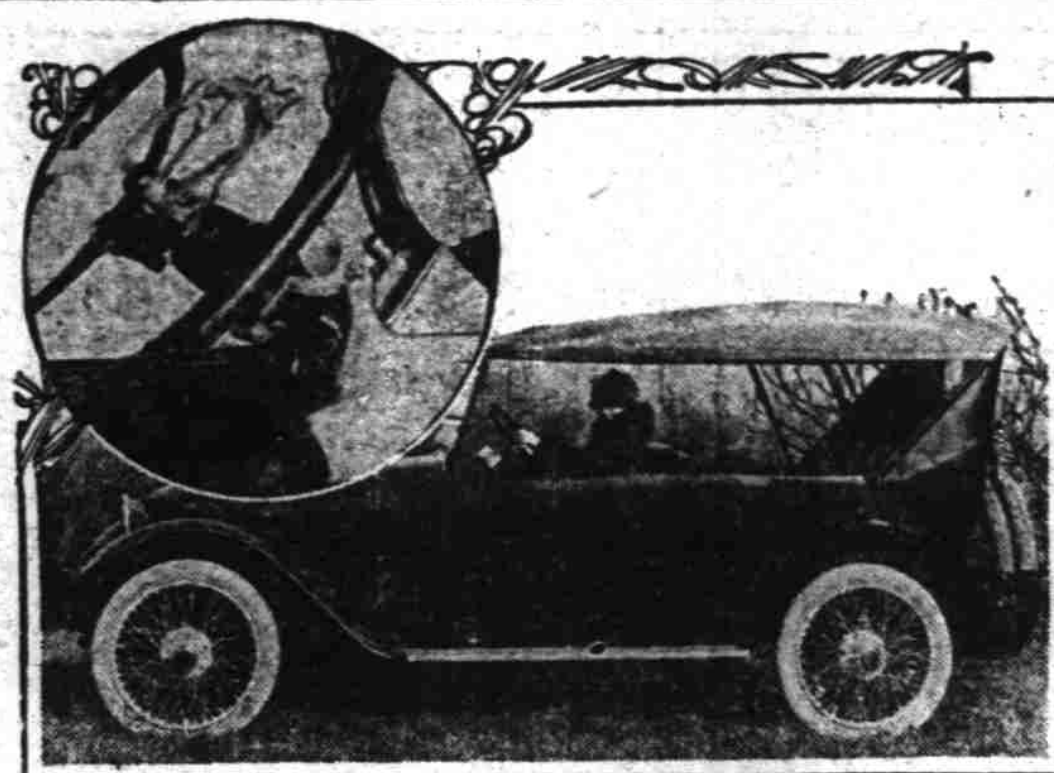
No gear shift lever is used. The floor board is as clear as the floor board of any electric, and those who have operated the gear shift agree that it is quite as handy and makes the motor car quite as easy to control as is any electric ever built.

This gear shift, built by the world's greatest makers of electric controlling apparatus, is guaranteed both by the Cutler-Hammer Co. of Milwaukee, and by the Premier Motor Corporation, of Indianapolis, to be dependable and trustworthy under all motoring conditions. It has been tested so long, it is said, that there can be no possible doubt as to its absolute efficiency.

According to those who have driven the Premier, the advantages of the automatic gear shift are twofold. First, it is a great convenience, doing entirely away with the labor of hand shifting, and, second, it adds greatly to the mechanical efficiency of the motor car itself.

It is not necessary to argue that it is a great convenience to be rid of hand gear shifting, inasmuch as thousands of persons have been deterred from driving gasoline motor cars entirely through dread of the hand gear shift lever. Women in a deplorable number of cases have chosen electric cars because they feared that they could not learn what appeared to them to be the intricate and complicated mechanism of the "H" slot.

With the installation of a dependable push button gear shift the gasoline motor car becomes quite as easily operated as the best electric, and its advantages in power and fuel



PREMIER SEVEN PASSENGER TOURING CAR.

range are obvious. From a standpoint of the actual mechanical effect of the gear shift upon the car itself, one has only to apply the knowledge which he has already gained from operating conventional types of motor cars to arrive at his own conclusions.

First, imagine a car that shifts gears in one-fifth of a second—that is the actual time required in shifting Premier's gears. In other words, the operation is instantaneous to all intents and purposes. This means that in shifting the gears absolutely no time whatever is lost, there is no slowing down and there is not let up in the motor car's momentum.

A practical demonstration of this characteristic is to line the Premier up on a crowded crossing with conventional cars and see it leap forward when the traffic policeman gives the "go ahead" signal. Premier will be through its gears and in high before the average car can get into first. On a hard hill climb this ability to flash

through the gears is a tremendous advantage.

No Slowing Down

Let us suppose that you are in high and that ahead of you is a hard pull that will necessitate your going back into second. With the conventional car this would mean that you would have to slow down in order to make your engine speed synchronize with the speed of the car. In Premier, no matter what the discrepancy in the two speeds may be, you go from high into second in one-fifth of a second when the grade or the increased momentum of the automobile calls for a return to your high gear. Every one knows how fatal it is to come to a dead stop in mud or deep snow. It sometimes means the total loss of traction. Under such circumstances the rear wheels of the car are likely to spin fruitlessly.

TRUCK DRIVERS IN ARMY MUST BE QUALIFIED

Adequate knowledge of motor truck construction and a sound body of prescribed height and weight are the two main requisites you must possess if you would have the examining lieutenant in the quartermaster's department put his O. K. on your application as mechanic or driver in Uncle Sam's motor truck fleet. Here are the general qualifications everyone must have to be accepted:

First—The applicant must be unmarried and have no one dependent upon him for support. He must be a citizen of the United States, or have made his declaration, and be able to speak, read and write English.

Second—His weight must not exceed 177 pounds or be less than 130 pounds and the weights in between these limits must be not more than ten pounds below the prescribed weights for a given height.

Third—He must not be less than 5 feet 5 inches tall nor more than 6 feet 1 inch.

The quartermaster's department is very strict regarding these qualifications, and any variation therefrom means rejection, according to the Automobile. The men who drive and handle army trucks must be an efficient body of men, physically, mentally and morally. The quartermaster's enlistment reserve corps seeks only "a high class of intelligent specialists . . . to render efficient service, when called, without further training." Only men between 18 and 45 years are taken, and they must enlist for four years. During that time they must keep themselves physically fit for military service, attend an encampment each year for a period of two weeks and present themselves for active duty at the call of the president.

Truck masters are given the rank of first-class sergeants, and mechanics are made sergeants. Except in emergencies the quartermaster's corps is not required to drill with rifles. It is like a large business concern that handles the business end of the army in time of war or threatened war.

Application is made in the form shown herewith. In addition there must be filed two letters of reference showing the applicant to be of good moral character, with particular reference to sobriety.

There are no fixed technical questions listed to determine the applicant's fitness for becoming a truck driver or mechanic. The questions he will have to answer are solely at the discretion of the examining officer. Every applicant must have had at least six months' experience in driving. From his experience and general qualifications the examining officer determines much of the applicant's ability. The line of questioning in one instance may be wholly different from that in another.

Assume that you are before the officer for examination. He very likely will ask you to picture a dismantled engine and tell you to assemble it from memory. Where you begin will indicate to him whether or not you know the task given you.

Many applicants get the engine assembled and forget that they should have put in a camshaft or some other compartment apart. Some leave out the camshaft, others connecting rods, etc. You may be asked what you would do if you were separated from the truck convoy and found you had a broken connecting rod. You may be asked what type of engines are used in the particular cars you have driven. It is not expected that you will answer every question as an engineer would answer, but you must satisfy the officer that you know car and truck construction and can rise to the emergency if called upon to do so.

The first thing you will be required to do in the physical test is to sort little skeins of yard of various colors into piles according to color. This is to determine if you are color blind.

Next you will be asked to stand twenty feet from a card on which are printed letters one-quarter inch high and read them, first with one eye closed, then with the other eye closed. Next you must repeat numbers whispered by the examiner twenty feet from you. This test is given both ears. Next you remove your clothes and are weighed and measured.

The next step takes you to the examining doctor, who first tests your lungs and heart with a stethoscope. Then you are asked to swing your arm violently for a few times and your lungs and heart are again tested to find the result of the exertion. You will have to satisfy the doctor that the arches of your feet are not broken and that you are not afflicted with gopher. If you get through this examination with a good record marks of identification are recorded and you pass.

First class sergeants get \$45 a month while serving in the United States, Hawaii, Porto Rico or the Canal zone, and \$54 a month when serving in Alaska, China or the Philippines. Sergeants get \$36 and \$43.20 respectively in these two service divisions. Members of the Quartermaster's Enlisted Reserve corps take precedence in each grade of said corps according to dates of their certificates of enlistment therein and when called out of training or for actual service take precedence next below all other enlisted men of like grades in the regular army.

Railroad fare is paid from their homes to the places ordered, when called for active service.

"Waiter," he said indulgently, and yet withal firmly, "I ordered one dozen oysters. Now, in my young days, one dozen comprised precisely twelve. Why, then, waiter, dost always bring but a paltry eleven?" The waiter adjusted his serviette to the required position on his forearm and bowed elegantly. Likewise he went "Ahem!" "Sir," he said calmly and evenly, "none of our patrons care to sit thirteen at table." It was just then that the explosion occurred.—New York Telegraph.

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